

*STATE ROUTE 16: TACOMA NARROWS BRIDGE PROJECT*

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**Tacoma Narrows Bridge Project**  
**Nighttime Construction Noise**  
**Quarterly Report: October – December 2005**

*Submitted on January 13, 2006 to:  
Tacoma-Pierce County Health Department  
3629 South D Street  
Tacoma, WA 98408-6897*

*Prepared by:  
Washington State Department of Transportation  
Tacoma Narrows Bridge Project Office  
3214 50<sup>th</sup> Street Court NW, Suite 302  
Gig Harbor, WA 98335-8583*



**Washington State  
Department of Transportation**

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## INTRODUCTION

The Washington State Department of Transportation (WSDOT) and Tacoma Narrows Constructors have been issued a noise variance by the Tacoma-Pierce County Health Department. The variance was issued for noise levels expected to result from construction work between 10:00 p.m. and 7:00 a.m. in conjunction with the construction of the new Tacoma Narrows Bridge. The variance was issued with several conditions, including that WSDOT provide quarterly reports to the Health Department on activities relevant to the variance.

This is the twelfth quarterly report and covers the period including October through December 2005. The following areas are addressed in this report:

- Overview of Nighttime Construction Activities
- Communication Activities
- Upcoming Activities
- Attachments
  1. Public Mailings
  2. Nighttime construction activities log

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## OVERVIEW OF NIGHTTIME CONSTRUCTION ACTIVITIES : OCTOBER – DECEMBER '05

Land-based construction activities took place on the project site between 10:00 p.m. and 7:00 a.m. on a total of twenty (20) nights during the period including October, November, and December 2005. This work involved installation of roadway landscaping, and installation of “Surveillance Control and Device Information” (SC&DI) systems at project on and off-ramps and the SR 16 mainline, requiring temporary lane or ramp closures.

Cable spinning construction activities took place at the Tacoma and Gig Harbor anchorages and over the Narrows on the new bridge on a total of fifty-one (51) nights.

In total there were fifty-seven (57) days during which nighttime construction activities took place during this last quarterly reporting period. During this period, no complaints were received by WSDOT about construction noise from the project that occurred during nighttime hours.

Specific descriptions of the type, location, and times of this work are provided in Attachment 2.

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## COMMUNICATION ACTIVITIES

### > INFORMATION & HOT LINE

A telephone information and “hotline” continues to be operational providing information about upcoming nighttime construction activities. It also provides residents an opportunity to communicate at any time of day with a live person about questions and/or concerns relating to the project nighttime construction activities and noise. This service operates 24 hours a day, 7 days per week. The phone number is 253-620-4440.

Nighttime construction activity information is provided in a recorded message by a dedicated staff person, and updated, as necessary, to provide the most current information. Messages can also be left on the information line concerning the nighttime construction activities and these messages will be responded to within 24 hours (on project working days).

Residents can also communicate directly with a person who can provide relevant information about project nighttime construction activities, accept comments, and if appropriate, directly contact WSDOT project staff. When project construction activities are taking place, the person staffing the “hot line” is able to immediately contact WSDOT project staff and to relay comments/complaints received. If requested by the caller, WSDOT project staff will return the call as soon as feasible.

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### > WEBSITE

To maximize public access to timely information about nighttime construction activities, a section of the project’s web site is dedicated to providing quick, easy access to information concerning nighttime construction activities. Information on this web site is updated weekly or daily to provide the most current information.

Comments and concerns about the nighttime construction activities can be submitted to project staff through the web site and will be responded to within 24 hours (on project working days).

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### > POSTAL CARRIER ROUTE MAILINGS

As described in the Communication Plan for Nighttime Construction Noise, information sheets were mailed to residences and businesses along the project corridor.

Prior to each calendar month of the October – December 2005 period, residents along the project corridor were mailed notification flyers about nighttime work activities scheduled to take place throughout the upcoming month. Each monthly flier is mailed to approximately 4000 addresses.

Copies of the notification flyers distributed during this period are provided in Attachment 1.

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## COMPLAINT RESPONSE & RESOLUTION

During this quarter (October – December '05), WSDOT received no complaints about noise from the project occurring during nighttime hours.

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## UPCOMING ACTIVITIES

During the upcoming quarter, January – March '06, construction activities will continue throughout the project site along the SR 16 corridor from Jackson Avenue to the vicinity of 36<sup>th</sup> Street.

Cable spinning work activities at the anchorages and along the new bridge will continue from the Tacoma shoreline across to the Pierce County shoreline, spanning the new towers in preparation for future deck erection. This work is scheduled to take place five days per week with the work sites being staffed seven days per week. Cable spinning will take place during double shifts, from 5:00 a.m. – 2:30 p.m. and 2:30 p.m. to approximately 12:30 a.m. An occasional third (graveyard) shift for cable adjustment may occur during nighttime hours after 10:00 p.m. – 6:00 a.m. Equipment used includes tower cranes, winches, and spinning wheels.

While roadway work will take place on each side of the Narrows along the full length of the project corridor, the vast majority of this work will be conducted during daytime hours. The project's prevailing roadway construction strategy is to shift mainline SR 16 traffic onto temporary alignments that can be maintained for extended periods while most construction of new roadways takes place away from traffic. The relatively small amount of nighttime work required by this strategy is for construction of the "tie-ins" between the roadway configurations, the actual shifting of traffic lanes, and occasional short duration work requiring temporary lane closures for worker and public safety.